

10/001957

ABSTRACT

A pneumatic tire comprises a tread portion provided with at least one longitudinal groove extending in the tire circumferential direction and blocks adjacent to one side of the at least one longitudinal groove, each of the blocks being provided with a cut-slope on a corner between the block's top surface and a lateral face facing the longitudinal groove, the cut-slope inclining towards the bottom of the longitudinal groove, and the axial width of the cut-slope gradually decreasing from a middle point of the cut-slope towards each side thereof in the circumferential direction, whereby the vehicle overturn marginal during high speed running is improved.

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